Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

CLASSIFICATION RESTRICTED
SECURITY INFORMATION

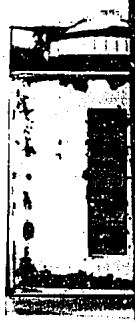
CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT



COUNTRY	China	DATE OF INFORMATION	1950
SUBJECT	Economic; Transportation - Rail		
HOW PUBLISHED	Book	DATE DIST.	4 Aug 1953
WHERE PUBLISHED	Peiping	NO. OF PAGES	4
DATE PUBLISHED	Aug 1950		
LANGUAGE	Chinese	SUPPLEMENT TO REPORT NO.	

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Chung-yang Ts'ai-ching Cheng-ts'e Fa-ling Hui-pien. (Compendium of Laws and Decrees on the Financial and Economic Policies of the Central People's Government)

STAT

MAIN POINTS OF 1950 WORK PLANS ORDERED BY CHINESE MINISTER OF RAILWAYS

The order of the Ministry of Railways of the Central People's Government, concerning the main points in the 1950 work plans for the railroads of the whole country, issued 28 January 1950, is as follows:

The Ministry of Railways of the Central People's Government, after several months of preparatory work, prepared a tentative draft of its plans for the nation's railways in 1950. These plans were discussed at a meeting of all railway chiefs convened 16 December 1949. The plans were approved in principle on 3 January at the tenth meeting of the Committee of Finance and Economics, and on 6 January 1950 by the Government Administration Council.

The Ministry of Railways based its plans on the over-all condition of the railways of the country in 1949, the request of the government for increased transportation because of the needs of national economic construction, and the difficult financial situation. The Ministry of Railways determined that in 1950 its schedule of work would be to restore railway lines that were not in operating condition and to improve those lines already restored by supplying the most essential technical equipment. This will assure that the imperative transportation tasks will be taken care of.

As for new construction, only in the case of the most urgent projects shall surveying and preparation of designs for bridges and tunnels be undertaken, and a start made on earth and rock excavation.

A. Transportation

1. Car Turnaround Time

In 1949, the general average of car turnaround time for the whole nation was more than 4 days. The plan for 1950 is to shorten this time to an average of 3.72 days.

CLASSIFICATION RESTRICTED

STATE		NAVY		NSRB		DISTRIBUTION							
ARMY		AIR		FBI									

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

STAT

2. Goods Transported

In 1949, the amount of goods transported during the year totaled 48,227,116 tons. The number of passengers carried was 86,017,587. The target for 1950 is to transport 96,491,978 tons of goods and 167,195,000 passengers.

B. Engineering Work to Restore and Improve the Railways

1. Restoration of Trunk and Branch Lines

The restoration of the nation's trunk and branch lines requires work on a total of 1,074.30 kilometers of tracks. Included are:

The Chin-chou--Ku-pei-k'ou line, 505.24 kilometers.

In Shansi, on the northern part of the T'ung-P'u line, the section between P'ing-wang and Hsin-hsien, 258 kilometers.

On the Hunan-Kwangsi-Kweich'ow line between Huai-yuan and Nan-tan, 50 kilometers.

On the Chekiang-Kiangsi line, a branch line from Kuei-ch'i to Lo-p'ing, 99 kilometers.

On the Tientsin--P'u-k'ou line, a branch line from Shan-chia-lin to Pi-hsien, 31.31 kilometers.

On the Lung-Hai line, the Chin-ku-yuan branch line, 32.5 kilometers.

On the Chekiang-Kiangsi line, the An-yuan branch line, 8.5 kilometers.

On the Canton-Hankow line, the Tzu-hsing [Ch'[illegible]-hsien--Tzu-hsing] branch line, 43.75 kilometers.

[On the Shan-hai-kuan--Mukden line], the Chin-hsi--Yang-chang-tzu branch, 46 kilometers.

2. Double Tracks

In the whole country, a total of 613 kilometers of double track, must be laid or relaid, as follows:

Between Ch'ang-ch'un and An-shan, 286 kilometers.

Between Shan-hai-kuan and Chin-chou, 184 kilometers.

Between Tientsin and Shan-hai-kuan, 143 kilometers.

3. Relocation of Lines

Some 85 kilometers of railroad lines must be relocated as follows:

Between Cheng-chou and K'ai-feng, 37 kilometers.

Between Han-tan and T'zu-shan, 48 kilometers.

4. Extension of Sidings and Spurs

Sidings, tracks in switching yards, tracks to the repair shops, and spur tracks must be increased a total of 458.98 kilometers, as follows:

In intra-mural China, extension of sidings, 392.98 kilometers.

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

STAT

In the Northeast, spur tracks, 15 kilometers; extensions in switching yards 21 kilometers, to stone quarries 27 kilometers, and to repair shops 3 kilometers.

5. Restoration of Bridges

Apart from the Chin-chou--Ku-pei-k'ou line, the total length of bridges to be restored amounts to 41.53 kilometers. This includes: 1,633 permanent bridges, on lines now being operated having a total length of 37.338 kilometers, and bridges repaired for temporary use having a total length of 4.192 meters.

C. New Construction

The following new construction must be carried out:

1. Completion of the survey and determination of the alignment on the line from T'ien-shui to Lan-chou; and, on the Ta-t'ung--T'ang-ku line, the section from Sha-ch'eng to Feng-t'ai, proceeding with a portion of the earth and stone work and tunnel excavations.

2. Strengthen the old Yellow River railway bridge at Cheng-chou; and carry forward the work of surveying, boring, and designing the Yangtze River Bridge at Hankow.

D. Repair and Construction of Rolling Stock

Plans for the repair of locomotives and cars, and the construction of new cars, include: repair of 500 locomotives, 577 passenger coaches, and 4,422 freight cars; in the Northeast, build 1,500 new freight cars.

E. Rehabilitation and Restoration of Shops

It is planned to repair the Chu-chou Shop and the Wu-ch'ang Car Factory, to rehabilitate the four factories at Ssu-fang, Ch'ang-hsin-tien, T'ang-shan, and Ch'i-shu-yen; to rebuild the San-ch'ang shop; enlarge the bridge factories at Feng-t'ai and Shan-hai-kuan, and the Tientsin Steel Parts Factory, the Chang-kuei-chuang Signal Equipment Factory, the Hsin-ho Materials Factory. Also a new factory to treat railway ties with preservatives against decay must be constructed.

F. Improve Signal Installations

To increase the transport capacity of the railways, it is planned to expand and improve the communications and signal installations by the addition of 62,233 kilometers of electric wires, telegraph and telephone instruments, and various types of signaling equipment. Furthermore, measures are to be taken to raise operating efficiency through improvement of inspection facilities, water towers, electric generators, and transformers.

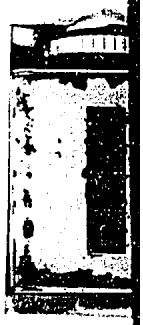
G. Budget for 1950

A budget for 1950 has been approved in principle by the Committee of Finance and Ecomonics of the Government Administration Council. Excluding the Northeast, the total operating receipts of the railways for 1950 are estimated as equivalent to the value of 3,727,320,479 catties of millet. The operating expenditures are to be paid from these receipts if possible. For new construction, the government is to invest the equivalent value of 1,466,346,925 catties of millet.

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2

STAT



The Ministry of Railways insists that the railways handle their expenditures carefully, raise the efficiency rate in the use of rolling stock, decrease operating costs, increase the revenue, and guarantee the completion of the plans.

After Hainan Island and Taiwan have been liberated, the taking over of control and repair of the railways there, will be handled as a separate matter.

- E N D -

Sanitized Copy Approved for Release 2011/09/14 : CIA-RDP80-00809A000700120383-2